



TUGS & TOWING NEWS

VOITH WATER TRACTOR FEATURE



Strategic Marine's Vietnam shipyard is making solid progress on the construction of a water tractor tug for the Port of Napier, which is scheduled for delivery in July 2010. The 23.8 metre vessel is the first tugboat to be built by Strategic Marine and is viewed by the Board of Directors to be a major milestone in the company's history. The Port of Napier, located on the East

Coast of New Zealand, is home to an extremely busy container terminal close to the country's main shipping lane. The 23.8 metre tugboat is to be utilized for towing and pushing services, assisting a diverse variety of ships at the Port, and will be operated by a 2 – 3 man crew. *(Source: Strategic Marine)*

SMIT SIGNS CONTRACT NEW VESSEL SERIES GLADSTONE

On 14 December 2009, a contract was signed at the SMIT head office in Rotterdam for the construction of five new vessels under the Gladstone contract recently concluded for Australia. Turkish shipyard Uzmar, which previously delivered the 'Smit Port Said' and the 'Smit Damietta' has been commissioned to construct the five vessels. All five of the new vessels are 3070 ASDs, designed by Robert Allen. The numbers stand for the vessels' length (30m) and capacity (70 tpb). This series will be deployed for both harbour towage and



terminal operations, including fire fighting, open sea towage and escort services. The first vessel of this series is expected for delivery in June 2010. On the photo is seen “The Executive Boards of SMIT” and “Uzmar” signing the contract for five new 3070 ASD vessels. *(Source & Photo: Smit)*

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TUG GROUNDED ON BLIGH REEF, FUEL TANKS BREACHED



A 136-foot tug doing an ice survey in Prince William Sound grounded on Bligh Reef at about 6 p.m. Wednesday night, and two of its fuel tanks were damaged. The Coast Guard responded and issued a report at 3:30 a.m. Thursday. The fuel tanks contain an estimated 33,500 gallons of diesel, about a quarter of their total capacity, and were reportedly breached. A Coast Guard dive team reported extensive damage to the hull, including a four- to five-foot section of the keel

missing. The Coast Guard says the tugboat **Pathfinder's** crew deployed 200 feet of fuel containment booms around the vessel after clearing the reef and continuing to deeper waters Wednesday evening. The amount of diesel already spilled is unknown, according to an Alaska Department of Environmental Conservation report, but the entire 33,500 gallons is at risk, the report says. The Pathfinder is a Crowley Marine Services docking and escort tug for oil tankers at the Port of Valdez. Two departing tankers have been delayed to allow for Coast Guard and other response vessels to operate, the Coast Guard said. All six crewmembers were tested for alcohol with negative results.

LIGHTERING BEGINS ON TUG PATHFINDER IN PRINCE WILLIAM SOUND

VALDEZ, Alaska - The Crowley tugboat **Pathfinder** remains at anchor south of Busby Island and surrounded by containment boom with spill responders staged nearby. After suspending lightering Friday morning, the unified command authorized restarting lightering diesel fuel from the

Pathfinder's two damaged fuel tanks. Lightering has commenced with good fuel flow as of 4:15 p.m. and is estimated to take between six and 12 hours. Over-flights earlier in the day identified a 50-foot by one mile sheen that extends south of the Pathfinder's boom. The boom was temporarily compromised overnight. This afternoon responders have a secondary boom to assist in containing the diesel. Seepage from the Pathfinder is contained and is being recovered by the skimmer equipment in the boom. Open water responders have deployed skimming systems staged both inside and outside of the boom to recover diesel fuel if it escapes the tanks open to the water. Salvage operator TITAN Marine is on scene to further evaluate the damage to the tug in preparation for towing the Pathfinder back to the Port of Valdez following lightering. Coast Guard from the National Strike Force is expected to arrive on scene on Saturday morning to provide more technical expertise, personnel support, and towing assistance. The incident is under investigation by the Coast Guard. Crowley is cooperating fully with the investigation while focusing on continuing to recover the diesel fuel and prepare for towing the tug **Pathfinder** to the port of Valdez. Results of the investigation will be made available once it is complete. *(Source: Alaska Coast Guard Public Affairs)*



BOURBON AUROCH



The 2009 new building tug **Bourbon Auroch** (Imo 9506538) made a bunker-call in Cape Town. The tug is managed by Bourbon Offshore Services and is registered in Luxemburg with call sign LXZV. She has a grt of 804 tons and a dwt of 602 tons and is in Class by Bureau Veritas. *(Photo: Aad Noorland)*

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WRONGFUL DEATH LAWSUIT AGAINST TUG OPERATOR, NAVY

After a four-day trial, a federal judge ruled on Dec. 18 in favor of the family of Freddie Porter, Jr., a 19-year-old U.S. Navy enlisted seaman from New Jersey who in 2007 was killed when the small craft carrying him was overrun by a tugboat pushing a large flotilla on Virginia's James River. The tug, owned and operated by Vulcan Materials Company, collided with the Rigid Hull Inflatable Boat (RHIB) carrying Porter as he engaged in nighttime military training exercises. The court found the United States Navy 80 percent responsible for Porter's death and Vulcan 20 percent responsible, awarding Porter's family \$1,250,000. Attorneys for the victim's family believe the judge's ruling against Vulcan and the Navy will have widespread implications for the nation's tugboat operations in U.S. waterways. Porter's family was represented by Kreindler & Kreindler LLP, the N.Y.-based maritime and aviation law firm. The accident occurred on the James River near Jamestown Island, VA, the evening of October 11, 2007. Upon collision, Porter was sucked under the water beneath the 600 ft of the flotilla's eight barges and was eventually killed by the tug's propellers. Judge Henry Coke Morgan, Jr. of the U.S. District Court for the Eastern District of Virginia found in the wrongful death suit that Vulcan was liable for failing to post a proper lookout aboard the tug/barge flotilla, which otherwise would have prevented the collision. The judge held the U.S. Navy liable for assigning an inexperienced crew with inadequate supervision aboard Porter's vessel. The tragic accident which resulted in the wrongful death of Mr. Porter reveals safety shortcomings in the tugboat industry which merit immediate attention," said Daniel O. Rose, a partner at Kreindler who represented Mr. Porter's family at trial. "Our investigation of this incident found that easily correctable operational changes in how and where safety lookouts are posted on tugs and barges would greatly improve the safety conditions for all boats in the vicinity of tugboats as they traverse the nation's waterways," noted Mr. Rose, a veteran of the U.S. Navy as well as a licensed commercial multi-engine airplane and seaplane pilot. The case was tried by the Kreindler firm and its co-counsel on the case, Breit, Drescher & Imprevento of Norfolk, VA, on behalf of Cassita Massiah, Porter's mother, who resides in Garfield, NJ, and other members of Porter's family. The court determined that while the Navy is primarily at fault for Porter's death, sovereign immunity protects the U.S. from having to pay Porter's family. Vulcan, however, was directed to compensate the family for the role it played in causing his death. On the night he died, Porter, also of Garfield, was a student participating in a navigation training exercise aboard a RHIB, which is used by the Navy to support SEAL (sea, air and land) special forces operations worldwide. At the time of the accident, the RHIB was slowed or stopped on the James River (along the western shore of Jamestown Island near Norfolk) so that the crew could determine the type of vessel that was approaching. The bow of the flotilla being pushed by the tugboat "[William E. Polle](#)" then emerged from the darkness and collided with the RHIB carrying Mr. Porter and other Navy personnel. While his fellow seamen escaped to safety, Porter was sucked under the barges and then into the propellers of the tugboat. "Vulcan should have known that a flotilla traveling on the James River, under the circumstances that prevailed on October 11, 2007, would need a lookout on the bow of the forward barge," said Judge Morgan in his written opinion and order. He added "The United States negligently operated an unseaworthy vessel by manning (it) with an incompetent crew." "This ruling establishes a clear standard of safety for tug operators to post lookouts in order to avoid collisions with other boaters," said Rose. "In the face of the Court's finding of overwhelming fault on the part of the Navy, and no finding of fault by the Coast Guard or National Transportation Safety Board, this case further demonstrates that tug operators can still be found legally responsible for failing to do their part to prevent such collisions. Tug operators must post lookouts, even when operators of other vessels may be off course or improperly positioned on the waterways." "I'm pleased that the judge assigned fault to those who were

responsible for my son Freddie's death," said Massiah. "And I am hopeful that changes will be made soon in the tugboat industry that will better protect small boats on rivers so that no other parent has to needlessly suffer what we are going through." (*Source: Marine News*)

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SATURNUS

The 1978 build Iskes tug **Saturnus** (Imo 7719052) commenced trail last week. (*Photo: Willem Koper*)



SD INDULGENT



The on the Damen Gorinchem Shipyard, yard number 510822, build ASD 2509 tug **SD Indulgent** (Imo 9540285) commenced trails last week. The Serco Denholm Marine Services registered tug sailed under the British Flag and is one of the new tugs in the Ministry of Defence (MOD) project of Denholm. (*Photo: Wil Kik*)

UNION WARRIOR

The in Tugs Towing & Offshore Newsletter issue 50 reported **Union Warrior** and converted into a Fire Fighting tugboat for a 3 year contract in Somalia must be read a contract in Angola. (*Source: Leo Kramer*)

OFFSHORE NEWS

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*SAMSON SUPPLIER ARRIVED IN FREMANTLE*

The **Samson Supplier** recently completed its voyage from Singapore to Fremantle, The vessel, which has a top speed in excess of 25 knots, possesses a number of

unique characteristics for an Offshore Utility Vessel, including; Dynamic Positioning, and a small 1 meter square moon pool. The two Offshore Utility Vessels, “**Samson Supporter**” & “**Samson Supplier**” are the first Offshore Utility Vessels Strategic Marine has sold to a West Australian Ship Operator. The **Samson Supplier** is set to service the booming Western Australian oil and gas industry in the coming weeks. *(Source: Strategic Marine)*

LLUAVI LAUNCHED

Strategic Marine Mexico recently launched the second 52 metre Crew Boat, the “**LLUavi**”, for Arrendadora Ocean Mexicana (Blue Marine). The two 52 metre Crew Boats, ‘**Aramara**’ and ‘**LLUavi**’, has seen Blue Marine become the only Mexican ship owner to build offshore vessels in Mexico. The ‘**Aramara**’ and ‘**LLUavi**’ are part of the plan for renovation and modernization of the fleet of Pemex Exploration and Production; these vessels will provide support for platforms from the home port in Ciudad Del Carmen. Each Crew Boat is based on Strategic’s Deep V High Speed Planing Hull and will be operated by a 10-man crew with a 60 passenger’s capacity in addition to 100 tonne of cargo at a cruising speed of 20 knots. *(Source: Strategic Marine)*



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TAS OFFSHORE DELIVERS EIGHTH VESSEL TO ZAKHER MARINE

Sibu-based TAS Offshore Bhd has delivered the eighth vessel to its Middle Eastern client *Zakher Marine International Inc* of Abu Dhabi, United Arab Emirates (UAE). Wholly-owned subsidiary Tuong Aik Shipyard Sdn Bhd built the RM32mil 60m-long anchor handling tug and supply vessel MV **Zakher Crest**. It was handed over to Zakher Marine International representative Captain Salim Kardooh on Tuesday. TAS Offshore deputy managing director Lau Choo Chin said the new vessel with 6,000hp would be used to support the offshore oil and gas operations in the Middle East region. “Zakher Marine International and its Middle Eastern partners have ordered 14 vessels from Tuong Aik Shipyard. The remaining six vessels are under construction,” he added in a statement. *(Source: The Star)*

STANFORD MARINE ACQUIRED FIVE OSVs

Stanford Marine, part of the Gulf Marine Maintenance and Offshore Service Company (GMMOS) has recently acquired five contracted five offshore supply vessels (OSVs). The acquisitions, comprising two 3,840kW AHTS vessels, one 3,840kW anchor handling tug, one 2,980kW anchor handling tug and one 970IW PSV, represent the first phase of fleet expansion financed by a US\$100 Million term loan facility recently raised from a group of local and international

relationship banks. The acquired fleet has an average age of only four years. Three of the vessels are deployed in South East Asia. The PSV vessel will be deployed in the Gulf Corporate Council (GCC) and one AHT will be operating in India. Elsewhere, GMMOS' Stanford Marine division is in the final stages of setting up operations in Singapore, and plans to expand in 2010 with new regional offices in India and West Africa. *(Source: Baird)*

FESCO ICEBREAKERS TO PROVIDE ICE NAVIGATION



Icebreakers of FESCO, "Far East Shipping Company will start providing ice navigation during the 2009-2010 period, the port authority said. "Magadan" icebreaker time-chartered by Rosmorport is expected at the port of Magadan on December 24, to carry out navigation there till May 10, next year. The icebreaker "Magadan" will be piloting vessels in the Magadan area. Another two ships are

heading to De Castries port. "Krasin" and "Admiral Makarov" icebreakers, chartered by «Exxon-NefteGas Ltd. The first to leave this Wednesday Vladivostok port. "Admiral Makarov" will be navigating in the Tatar Strait till April 2010, the icebreaker "Krasin" will be doing its job in the waters of the Tatar Strait and the shelf of Sakhalin Island till May 2010. Far Eastern Shipping Company has signed a long-term contract with «Exxon-NefteGas Ltd. for piloting of vessels in the Tatar Strait back in 2004. According to the contract, FESCO icebreakers will be piloting tankers in the area until 2016. "FESCO JSC" is a shipping company transshipping bulk and general cargo. The company's 67 vessels of deadweight over 900 thousand tons transporting seaborne freight round the world. Net profit of JSC "FESCO" in the first quarter of 2009 increased by 31.8 times - up to 1.3 billion rubles. *(Source: PortNews / Foto: G. Markham)*

SANKO COSMOS



The 2009 new building Achor Handling Tug Supply vessel **Sanko Cosmos** (Imo 9412921) made a bunker-call in Cape Town. The AHTS is managed by Sanko Ship Management and owned by Cosmos Offshore Ltd. She is registered in Liberia with call sign A8ST9. She has a grt of 2465 tons and a dwt of 2551 tons *(Photo: Aad Noorland)*

STX EUROPE AWARDED TWO CONTRACTS WITH ISLAND OFFSHORE

STX Europe has entered into new contracts with Island Offshore for the building of two Platform Supply Vessels, based on the same design as M/V "Island Commander" and M/V "Island Chieftain" delivered from STX Europe earlier this year. The vessels will be built at STX Europe in Brevik. The vessels are scheduled for delivery in Q4 2011 and Q1 2012. The total value of the contracts amounts to approximately NOK 800 mln. The



vessels are of Rolls-Royce UT 776 CD design, and will be number five and six in this series delivered from STX Europe to Island Offshore. Roy Reite, President of STX Europe's Offshore & Specialized Vessels business area, says: "We have been awarded a total of 29 new building contracts with Island Offshore. We appreciate the close cooperation with Island Offshore, which is an innovative customer both in upturns and downturns in the offshore market. We look forward to continuing the good cooperation with the Island Offshore's team". The vessels are scheduled for delivery in Q4 2011 and Q1 2012. The hulls will be built at STX Europe in Romania, and outfitted at STX Europe in Norway. **Technical information:** Types of vessel: PSV (Platform Supply Vessel) Shipyard: STX Europe in Brevik Design and integrated equipment system: Rolls-Royce Length overall: 93 m Breadth moulded: 20 m Deadweight: 4.000 t (Source: BluePulz)

YARD NEWS

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STRATEGIC MARINE PROVIDES TURNKEY SOLUTIONS TO GORGON



Strategic Marine's Australian Refit and Repair Department was recently awarded a contract with PB Seatow, to install stern rollers into two of their existing tugboats. Each of the vessels is destined for Western Australia's Northwest shelf, as part of the highly publicized Gorgon Development Project. The Japanese built tugs are approximately 35 meters in length, boasting 4300 bhp and a bollard pull of 57 tons. The vessels will primarily be used for barge handling duties. *(Source: Strategic Marine)*

SINGAPORE TO BUILD ANOTHER "SPEC" BOAT

Strategic Marine Singapore is to start construction on a 40 metre Offshore Utility Vessels. The vessel will be built on speculation and is scheduled to be completed in July 2010. "The vessel is to be a sister ship to the Borcos 9. Based on feedback from existing and prospective clients I feel that this was the right path to take. We have proven this formulae already, having sold over 10 speculative crew boats over the past 4 years", stated Managing Director of Strategic Marine, Ron F Anderson. *(Source: Strategic Marine)*



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Last week there have been new updates posted:

1. Several daily updates on the News page: Last weeks updates:
 - More pain before gain for vessels and rigs
 - Crowley Articulated Tug Barge (ATB) is Largest to Ever Transit Alaskan Waters
 - Lightering begins on tug Pathfinder in Prince William Sound

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